



Telegraph photo by Mark Sauer

The burned-out remains of a six-seater Piper airplane that crashed early Wednesday morning on the Harold Cameron farm near Ashton rest upside down in a cornfield. The crash resulted in the deaths of two people, tentatively identified as 41-year-old Gary

Caradori and his 8-year-old son Andrew Caradori, of Lincoln, NE. The plane was en route from Chicago Midway Airport to Lincoln; the cause of the accident remains under investigation by the FAA and Lee County Sheriff's Department.

Plane crash probe continues

By Telegraph and AP writers

Autopsies were being performed this morning at KSB Hospital to determine positive identification and the cause of death of two persons killed early Wednesday in a plane crash near Ashton. Lee County Coroner Richard Schilling said the victims have been tentatively identified as Gary Caradori, 41, and his eight-year-old son, Andrew, of Lincoln, Neb.

The two were en route from Chicago's Midway Airport back to Lincoln after attending the All-Star Baseball game Tuesday night when the crash occurred. The plane reportedly went down about

2:30 a.m. and the wreckage was found by a Lifeline helicopter from St. Anthony Medical Center about 6 a.m. Wednesday.

Schilling said the autopsies were being performed by Dr. Peter Stevens, a forensic pathologist from Davenport, Iowa.

Lee County Sheriff Tim Bivins said the plane and the victims were burned in the crash and dental records will be used to help identify the victims.

The National Transportation Safety Board has taken over investigation of the accident, according to Bivins, and it is up to the board to establish the cause of the accident. Questions were raised by

a Nebraska state senator about the possibility of sabotage.

"Based upon my observations of 12 hours in the cornfield (at the crash site), it does not give that appearance. I am not an expert, however, and most of what I learned about planes, I learned yesterday," Bivins told The Telegraph. The plane came down on the Howard Cameron farm in Bradford Township about five miles southwest of Ashton. The site has been cordoned off as a precaution, according to Bivins.

The Telegraph has learned the Rockford FBI office was advised of the crash but is not participating in the investigation.

Lee County Sheriff's deputies staked out the crash site overnight and a guard was posted outside KSB Hospital's morgue overnight, where the bodies were taken when removed from the crash site. The guard remained until the autopsies began this morning. Bivins termed the action a routine precaution.

Bill Bruce, an air safety investigator for the National Transportation Safety Board, said the plane apparently broke up in flight.

"It was a scattered wreckage pattern," Bruce said. "It certainly demonstrates that it did break up

See Crash, page 3

Crash

Continued from page 1

in flight. The exact mechanism of the breakup is unknown," Bruce said.

The wreckage was scattered over a three-quarter mile area. Investigators Wednesday began picking up the individual pieces of the plane from various locations and brought them to the main crash site. Bivins said at some point the plane parts will be removed from the field and taken to another location to be reassembled as part of the investigation to determine the crash cause.

NTSB officials were expected to return to the rural location this afternoon.

Caradori was a private investigator who was recently probing child-abuse allegations that arose after the failure of an Omaha, Neb., credit union.

Nebraska Sen. Loran Schmit of Bellwood, Neb., said there is no doubt in his mind that some people wanted to see Caradori dead.

"They got their wish. ... The question to be answered is whether it was a coincidence," Schmit said Wednesday after learning that Caradori and his son died when the small six passenger plane crashed.

Schmit stopped short of saying he believed Caradori's plane was sabotaged.

Schmit is chairman of the Nebraska Legislature's special committee investigating the Franklin Community Federal Credit Union. Caradori was the committee's investigator.

Schmit, a pilot of 40 years' experience, said the possibility of foul play was bound to occur to almost anyone familiar with the case.

"He was a very conservative, careful pilot and he was flying with his son ... that came to my mind when I was told of this," Schmit said. "I talked to his wife. She said exactly that — that Gary was so careful in his flying habits."

Schmit said Caradori often told him he believed the investigation "could put the lives of some people in danger."

"We are all awaiting further word on how and why this tragedy occurred," Schmit said.

"He didn't express concern for his own safety, although he believed that he could be in danger ... but he was concerned for the family members of people involved in the investigation and he was concerned for witnesses the committee is working with," Schmit said.

The Franklin committee was established in January 1989 to look into allegations that developed after the November 1988 closing of the credit union by federal regulators.

Caradori was hired as the Franklin committee's investigator in August 1989 after the resignation of the former investigator, Jerry Lowe.

Lowe and three other people connected with the committee resigned in a dispute over whether the committee should focus on allegations of financial misconduct or on the child sex-abuse charges.

As committee investigator, Caradori conducted videotaped interviews with three young people who contended they were victims of child sexual abuse when they were minors.

No evidence of sabotage in plane crash

By Telegraph and AP writers

Investigators have found nothing in the wreckage of a plane which crashed near Ashton early Wednesday to suggest any external influence in the crash, the National Transportation Safety Board said today.

The statement appeared to dispute comments from the pilot's family that he had been murdered. Killed in the crash were Gary Caradori, 41, and his son, Andrew, 8, both of Lincoln, Neb. They were en route from Chicago to Lincoln after attending the All-Star Major League Baseball Game on Tuesday.

Caradori was the investigator for the Nebraska Legislature's special committee investigating the Franklin credit union, closed by federal regulators in November 1988.

Positive identification of the two was made Thursday by Dixon dentist Dr. Gary Berg, who used family dental records to make the identification.

NTSB spokesman Brent Bahler said that in addition to finding no suggestion of an external influence in the wreckage, preliminary investigation also showed there was no evidence to suggest the plane's power plant (engine) was not producing as it should have.

The NTSB has also obtained a tape of the conversation between

Caradori and the Aurora Air Traffic Control Center. It is being sent to Washington where it will be analyzed on Monday in the NTSB lab, according to Bahler.

Lee County Sheriff Tim Bivins said Caradori radioed from his plane that "he was having trouble with some equipment aboard, a compass. Shortly thereafter we have indications that he called in a mayday and then his plane went down. It was lost on radar."

Caradori's plane came apart in flight, then exploded on impact and burst into flames, a Federal Aviation Administration official said Thursday.

Bivins said he saw nothing at the crash site to indicate the possibility of sabotage. Bivins said he also thought the plane "came apart in the air" and exploded on impact.

Bob Luna of the FAA in Chicago told the Lincoln Journal there could be several explanations for why a plane would break up in the air.

"We're still investigating," Luna said. "There doesn't seem to be any evidence of an explosion. No accident is common. All accidents are different."

The NTSB moved the plane's wreckage from the Cameron farm Thursday to the Dixon Municipal Airport, where NTSB officials are

See Plane, page 8

Plane

Continued from page 1

expected to begin examining it in detail later today.

Lee County Coroner Richard Schilling said this morning preliminary findings of autopsies conducted Thursday at KSB Hospital revealed Caradori and his son died as the result of impact injuries caused when the plane crashed in a field on the Howard Cameron farm in Bradford Township.

Schilling said the inquest will not be held until after the NTSB and the Federal Aviation Administration complete their probe and his office obtains toxicology results from the autopsy. Schilling could not give a specific time for the inquest.

Meanwhile, the mother of the pilot said she thinks he was murdered.

"I feel my son was murdered and my grandson was murdered," Mary Caradori, 67, said Thursday from her home in Ralston, Neb.

In addition to the legislative committee, a Douglas County grand jury has been examining allegations surrounding the Franklin case.

Caradori was investigating allegations of child sexual abuse that arose after the failure of the Franklin Community Federal Credit Union in Omaha, Neb.

Scott Caradori said his brother was a careful flier who would not take chances, especially with his son on board, and had never had a mishap. He said he did not rule out the possibility of sabotage, given the nature of his brother's work with the Franklin committee.

"Our family received numerous threats over that, telling him to back off," Scott Caradori said.

Dick Caradori, a 46-year-old Omaha airline worker, said his brother "was an excellent pilot. It just seems kind of unlikely that this would happen."

Two killed in plane crash near Ashton

by Clark Kelly

Telegraph staff writer

Two people were killed early today when the plane there were in crashed into a farm field southwest of Ashton. The identity of those killed has not been released.

Lee County Sheriff's Deputies said the plane was believed enroute from Chicago's Midway Airport to Lincoln, Neb. Deputies said both individuals were burned when the passenger plane crashed in a field. Authorities were attempting to locate dental charts to positively identify the victims.

Ogle County Sheriff Jerry Brooks said his office received a call about 11 a.m. that a control tower at Chicago's O'Hare Airport had lost contact with a plane about 12 miles northwest of Rochelle. It was reported that the plane could be down in Ogle County. The Federal Aviation Authority also contacted other counties including Lee County.

The plane crashed on the Harold Cameron farm, 2161 McGirr Road,

Ashton, and was located by Lifeline Helicopter as part of a search conducted by the Lee County Sheriff's Department. The farm is located about four miles southwest of Ashton in Brooklyn Township.

Cameron reportedly heard a noise about 2:30 a.m., got up and looked around his farm, but failed to see any sign of the crash. The wreckage of the plane was found scattered over a three-quarter mile area, with most of the plane wreckage located in a quarter mile cornfield area.

One unconfirmed report at the crash site was that the plane was flying at about 6,000 feet when it went into a nose dive and the tips of the wings of the craft tore off, sending it plummeting to earth.

The National Transportation Safety Board has taken over the investigation of the accident. Investigators arrived on the scene at mid-morning. Details of where the plane was from or where it was heading had not been released this morning.



Ashton Fire Department Assistant Chief Jeff Larson is shown walking back from the site of an early morning plane crash southwest of Ashton that killed two.

Telegraph photo by Mark Sauer

LOCAL

THE DIXON TELEGRAPH □ Tuesday, July 17, 1990 □ PAGE 3

Investigator: Plane engine did not fail No mayday was apparently sent by plane that crashed near Ashton

LAHA, Neb. (AP) — The engine of the plane piloted by investigator Gary Caradori of Lincoln didn't fail before the plane headed toward the ground last week, a federal investigator says.

Funeral services for Gary and Andrew Caradori were scheduled for today at the cathedral of the Risen Christ in Lincoln.

"I saw no evidence that the engine was 'not functioning within its normal operating range,'" said William Bruce, safety investigator for the National Transportation Safety Board, said Monday from his Chicago office.

Earlier, Bruce said the plane broke up in flight for reasons yet to be determined. No evidence of sabotage has been uncovered, he

said. Some people in Nebraska have speculated the plane might have been sabotaged.

Caradori, 41, and his son Andrew, 8, died when the plane slammed into a cornfield south of Lincoln, Ill. early last Wednesday. They were returning to Lincoln after the All-Star baseball game in Chicago.

Caradori was the investigator for the attorney's special committee investigating the abuse allegations and other matters that

surfaced in the wake of the Franklin Community Federal Credit Union failure.

There was an early report that Caradori had sent a "mayday" distress call, but NTSB spokesman Michael Benson confirmed later information that it appears no mayday call was sent.

"There were no maydays. There appear to be no reports of any difficulty," Benson said.

Investigators, however, still are studying one garbled transmission that could have come from Caradori's plane or from another plane, Benson said. The tape of that transmission has gone to the safety board's laboratory in Washington for analysis, he said.

First reports to the Lee County Sheriff's Department from officials in DeKalb County indicated the plane had sent a distress signal. The sheriff's department also received information from Chicago that the plane had suffered altitude and compass problems.

Federal investigators haven't drawn any conclusions from the apparent lack of a distress call from Caradori, Benson said.

Bruce said he spread parts of the plane on the floor of a hangar at the Dixon, Ill., airport to

make sure he had all the parts. Two small parts are missing, but neither is critical to his investigation, he said. The two are the top part of the aircraft's rudder and part of the right aileron.

The type of plane that crashed, a single-engine Piper Saratoga, doesn't have a flight recorder of voices in the cockpit or instrument data, Bruce said.

Investigators have obtained tapes of the radio transmissions between the plane and the air traffic control center in Aurora, Ill.

Meanwhile, the former owner of Caradori's plane said bad weather might have contributed to the accident. If Caradori lost control of the plane in stormy weather, the aircraft could have reached speeds that exceeded its structural limits, said Rocky B. Rasmussen of North Platte.

"If you go into a dive and don't cut back on power, anything can happen," he told the Omaha World-Herald.

A National Transportation Safety Board spokesman said investigators have tentatively determined that weather was overcast and rainy in the general area where the plane went down.

Funeral held for plane crash victims

LINCOLN, Neb. (AP) — A father and son, killed in a July 11 plane crash south of Ashton, Ill., were buried Tuesday.

State senators and law enforcement personnel were among 500 people who attended the funeral Tuesday for Gary Caradori and his son, Andrew.

Caradori, 41, had been the investigator for the special legislative committee investigating child abuse allegations and other matters that surfaced in the wake of the failure of the Franklin Community Federal Credit Union in Omaha.

Caradori and his son died when a small, private plane Caradori was flying crashed in a cornfield near Ashton, in the early morning hours of July 11. They were returning to Lincoln after the All-Star baseball game at Chicago's Wrigley Field.

In a letter published in Tuesday's edition of the Lincoln Journal, Caradori's widow vowed that work will continue.

Caradori also wrote that she was concerned that her son's death was pushed aside by the Franklin connection.

"The overriding sadness Sean (Andrew's older brother) and I feel is the fact that Andrew's death has been pushed aside because of Gary's involvement in the Franklin investigation and his work with victimized children," she wrote.

"We grope for some meaning. We try to articulate. We ask why, why now and in this manner.

"The moment we allow life to become purposeless and pointless, then we experience the tragedy far greater than the deaths of Gary and Andrew. Death is not a finality," he said.

A federal investigator has said the engine of the small plane piloted by Caradori of Lincoln didn't fail before the plane plunged into the ground.

"I saw no evidence that the engine was not functioning within its normal operating range," William Bruce, safety investigator for the National Transportation Safety Board, said Monday from his Chicago office.

Earlier, Bruce said the plane broke up in flight for reasons yet to be determined. No evidence of sabotage has been uncovered, he said.

Plane trip: from joy to tragedy...

While most of us were sound asleep in the early hours of last Wednesday, a tragedy took place in a farmer's field south of Ashton.

Darkness and quiet cloaked most of Lee County during the early hours of last Wednesday, but for a short time the darkness and quiet were broken. The still of the night was shattered by what had to be the sickening sight and sound of a plane falling from the sky and slamming into the earth.

Just what caused the small six-passenger plane to have trouble while it was en route from Chicago to Lincoln, Neb. and crash into a field of corn is not known. The men who determine such things have not yet told us why the plane did not stay in the sky. But what is what most important and unfortunate of all is that when this plane fell to earth, it took the life of a man and his son.

GARY CARADORI and his eight-year-old son, Andrew, spent last Tuesday night at Wrigley Field in Chicago at the Major League All-Star Game. You can only imagine how excited an eight-year-old would be at the chance to go to something like the All-Star Game. To fly there in your dad's plane would make the whole event even more special. As a father, imagine how proud you would be to be able to do something like that for your son.

It was no doubt a very special night for both Gary and Andrew Caradori, which makes the outcome even more heartbreaking; a night filled with such special excitement and joy ends in an Ashton cornfield in so tragic a way.

Just what happened to Gary Caradori's plane is still not known. Very soon after the crash, the men whose jobs it is to tell us what happened, went about the grim task of sorting through the plane's wreckage. They looked at the plane at the crash site, they took it to a hangar at the Dixon Airport and looked at it some more. Now they

**Extra,
Extra**

**By C.A.
Maronich**



have left and taken the plane with them to study it even further in hopes of coming up with a cause for the crash.

There has been speculation by some that this could have been murder. One Nebraska senator and several members of Gary Caradori's family have said because of the nature of his work some people wanted Caradori, a private investigator, dead. Those people could have sabotaged the plane, the senator and family say. That seems to have been ruled out by the crash investigators, who say there is absolutely nothing in the wreckage to indicate the plane was sabotaged.

Caradori's family and the senator all say Gary Caradori was a good pilot and a careful one. He would never have done anything to put himself or his son at risk. He would not have flown in a plane that had problems, yet somehow that plane apparently came apart as it flew over a quiet and dark Lee County.

It will likely be several months before the officials who determine these things tell us just what happened to Gary Caradori's plane. And we will all, no doubt, be interested in knowing. But for some people in Nebraska, what caused the crash will be secondary to what the crash has caused.

Gary and Andrew Caradori were strangers to Lee County. They were just to have passed over our area on the way to and from a very special night. Because of what happened that fateful morning, however, Ashton and Lee County will be names that stand out like obscene words to their family.

Plane

Continued from page 1

expected to begin examining it in detail later today.

Lee County Coroner Richard Schilling said this morning preliminary findings of autopsies conducted Thursday at KSB Hospital revealed Caradori and his son died as the result of impact injuries caused when the plane crashed in a field on the Howard Cameron farm in Bradford Township.

Schilling said the inquest will not be held until after the NTSB and the Federal Aviation Administration complete their probe and his office obtains toxicology results from the autopsy. Schilling could not give a specific time for the inquest.

Meanwhile, the mother of the pilot said she thinks he was murdered.

"I feel my son was murdered and my grandson was murdered," Mary Caradori, 67, said Thursday from her home in Ralston, Neb.

In addition to the legislative committee, a Douglas County grand jury has been examining allegations surrounding the Franklin case.

Caradori was investigating allegations of child sexual abuse that arose after the failure of the Franklin Community Federal Credit Union in Omaha, Neb.

Scott Caradori said his brother was a careful flier who would not take chances, especially with his son on board, and had never had a mishap. He said he did not rule out the possibility of sabotage, given the nature of his brother's work with the Franklin committee.

"Our family received numerous threats over that, telling him to back off," Scott Caradori said.

Dick Caradori, a 46-year-old Omaha airline worker, said his brother "was an excellent pilot. It just seems kind of unlikely that this would happen."

~~275-444~~

Cause of death ruled -
Larry & Andrew Caradori -
multiple traumatic
injuries due to aircraft impact w/
ground - manner undetermined

Copies of report
Mr. Bill Bruce spoke of Mr. Cameron & the 2 of them
I more plane parts ~~to~~ during harvest
~~and~~ parts taken over to Itg.
Mr. Bruce req. copies of KCSO reports -
Sent 11/15/90

GARY BRANDT / DALE WALLACE
SURVEY TECH - ROCHESTER NO ANSWER

HAROLD P. WENDLER ASSO
RICK BOWERS - ~~284-2228~~ UNAVAILABLE

AMERICAN SURVEYING - FLOYD THOMAS ~~388-9660~~
~~284-2228~~ ~~384-4753~~ BOB STANLEY

Carl in
a.m. DO WANT PLOTTED
WILLOTT HERRMAN BOB ~~384-4753~~ / UNAVAILABLE
JOHN - ~~384-2563~~ -

BOB BRICK ASSO. -

GALEN HART ~~453-0557~~ @ HARDY CROWE
NEED 15 PEOPLE / LEADER TO ASSIST
W/ SEARCH OF FIELD.

(Around 1 P.M.)

Pat Larue TEI -

BRADFORD TWP.
T.21 N. - R.11 E.

071290

SCOTT CARADORE
8313 Main Street, Ralston, Ne.

~~100-370-2777~~

THOMAS CARADORE
1949 Vinton St., Omaha,

~~402-342-6787~~

SHANE CARADORE
4219 Leavenworth, Omaha, Ne

~~402-558-8708~~

Franklin
Credit
Union
Inv.

Billy Wilgus no fur

Spoke w/ ad. w/ to
paving bus.
Paul Kellogg for his
to call for
Stlg
Rm 109/110
Scott

~~280-1731~~

\$55.00

2 guys

2 men are

unavailable until
most of the
day
Don w/ this
evening-

for Brandon

See Co. Aug

~~280-3307~~

✓
Involved:
Capt. Me. failed Bank
in Nebraska
Grand Jury Ind.

✓ #2

07/29/96

Leslie Lurvey - Tech - Fayette
~~87711~~ (\$45.00)

Willet ~~Johnson~~ Bob Dalgins - Unavailable

→ 2161 McGinn Rd -

→ 1001 Lincoln Hwy, Rochelle -

90-721

07/1/90
Harold X. Cameron ~~244-445~~
2161 4th Ave. Rd ~~244-445~~

@ 7:30 heard a explosin
saw a flash straight sentry of
the house, saw flash - ^{open top of shed} - big colored
got in car & checked over for possible
10-50 - real foggy

Carl John Hart-Estton
where Dale Allen James ~~02-1044~~
1771 Thorpe
Rd - Estton
~~45-234~~

flash-
John Henry
Leona Sawyer heard noise, saw
Dale Allen
John Hart
~~45-255~~

by 4000
6 yrl.

NOT
AVAILABLE

Harold Wendler & Asso.
355 W. Everett
~~244-2044~~

Rick Baynes - Surveyors
1115 So. Highland - ~~244-244~~
American Surveying
~~244-6234~~

Floyd Thomas

John Hogmon Willett Hogmon
~~244-444~~ Survey Jack - Rockelle
Lansdown St / Dale Wallace -

Good 10-15 ✓
 Civil Air Surgeon
 water pump
 gloves
 States -
 flag ASCS

Al Kirby - Piper
 helicopter - Page Co SD

meet from house
 (1 PM)
 Surgeons -

Bill AIG
 FOP Security

For Semetis
 Curt Holland
 (15 people)

last inspection
 Lynne Curator
 Lincoln, NE

04

5
 0

?

0
~~13~~
~~4~~

6

Bill Bruce
 02 7 surgeons
 03

\$130,000.00
 1984

Sarg

Coradoir
 Lincoln, NE

Executive Protection

Pign
 Jacobo
 Saratoga

RT
 ALLERON

0
 1

W.
GSF
CONF

PC# R1?
O4
WING TIP
STROB LIGHT SECTION

PC#5
O SKIN W/SPAR

~~PC#4~~
O



NARCO

071290

NARCO - Ser # C11894

Emerg. Location Transmitter

Part # 01 - R Wing

02 -

~~11392~~
Sgt. Toppin,

Mrs. Caradon's crime scene
disturbed prior to investigators
arrival:

Anything disturbed

Chief Chuck Webb ^{arrived} before
Freeman, ^{before CCSO} nothing disturbed.
Toppin roped off area -

Nothing disturbed until Gene
Doub NSIB arrived

111
377405

Sec. #
(3012T4009)

#PC3
O
LF HORIZONTAL
STABILIZER
HORIZ STAB

LF AUX.
FUEL COIL
O
#2

PC
#1
O
CW

CORN F

CORN F

O
TREE

1036.75

377 yds.

CORN
F

377
+33

WHEAT F.

X

12/1244

117990
Let call: Bill Bruce

@ detasslers not yet being paid for assistance in plane accident field search. That Soler Hart stated Allick Farrell stated he didn't think his ins. co. should pay, because he didn't anticipate that Bill Bruce did. I told Bill that I had been asked by him (Bill Bruce) to locate people to help search field, that Farrell was present & adv. his co. would pick up cost.

Bill Bruce adv. that he had urgent to me that Allick Farrell adv. his company would pick up costs.

I adv. Bill that Farrell asked me if we could provide personnel to obtain control over 10-50 scene, ~~I told~~ that his company would pick up the costs.

Bill stated he had mrg. to contact Soler Hart & has tried w/ negative results.

Bill asked how much was the bill for the kids & I told him @ \$1,100.00

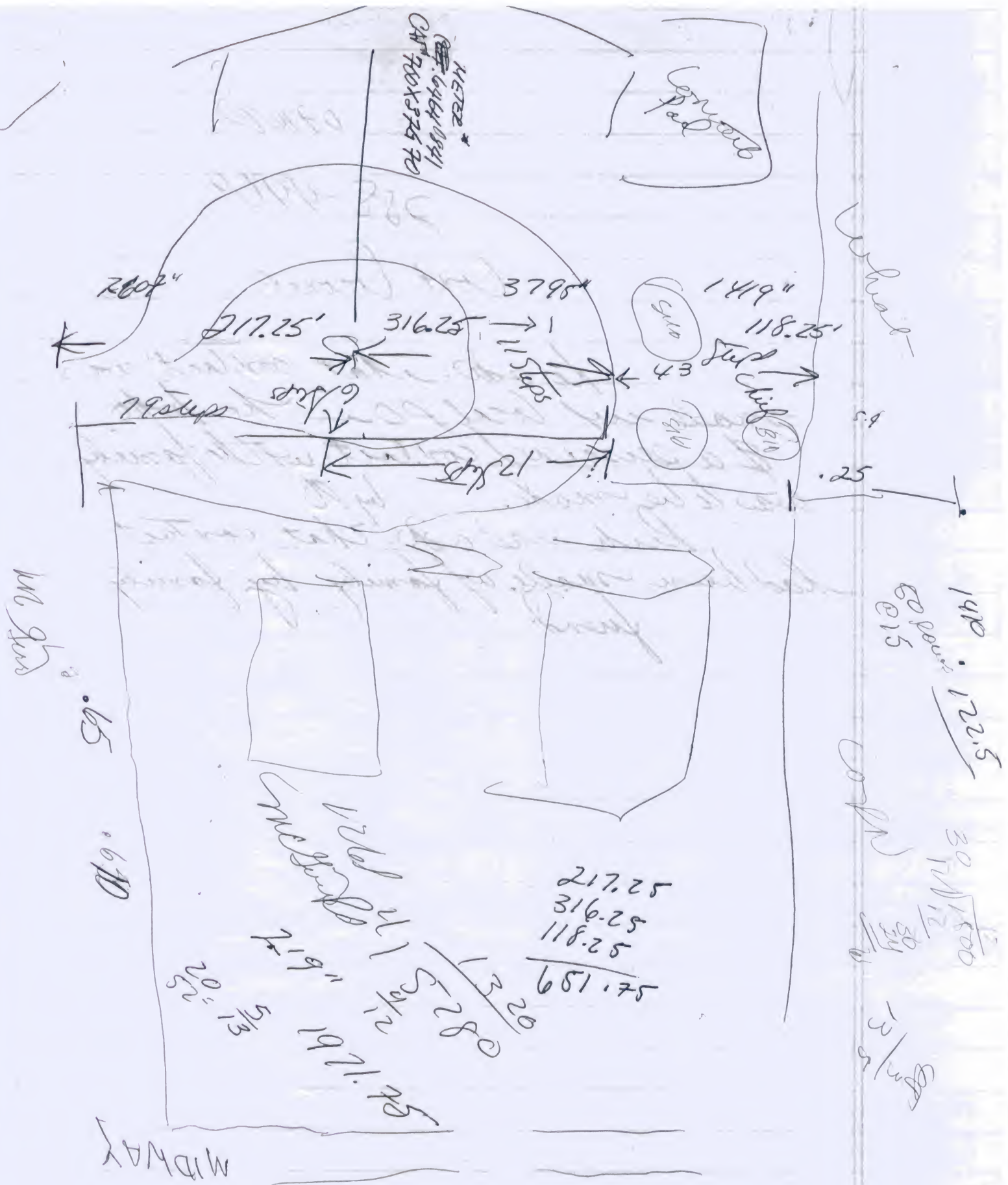
071690

~~288-4469~~

Cont Coroner

He adv. That contact was
made w/ local PD in the wk.
of a personnel contact w/ the family
was to be made. by PD

Rich was adv. That contact
had been made w/ family by family
friend



140.
122.5
17.5

$$\frac{30}{\sqrt{12}} = \frac{30}{2\sqrt{3}} = \frac{15}{\sqrt{3}} = \frac{15\sqrt{3}}{\sqrt{3}\sqrt{3}} = \frac{15\sqrt{3}}{3} = 5\sqrt{3}$$

12/1/20

071190

✓
6 pos
Analog

Piper Aircraft Corp.
TC-A360
PC

PC 206

hypoximetry
cyl. engine

Model PA-32^P~~R~~-301T

Serial #

PLATE # ~~32R~~ 019400

32R-8429009

The following is a list
of ~~the~~ items -
recovered from aircraft impact
site

- USA

40

06

35

4/505

$$\begin{array}{r} 19 \\ 25 \\ \hline 95 \\ 38 \\ \hline 4.75 \\ 35 \\ \hline 5.10 \end{array}$$

5.10

44

5.56

$$\begin{array}{r} 4.75 \\ 76 \\ \hline 5.51 \end{array}$$

✓ 5 Quarter

1- Bnd 6E State of Ne. Seal DETROIT Security Agency Inc.
F. C.

1 metal pen clip

Jones Colorado

07139

1- metal (manvins) file

1, - gutter

1/2 bag / 2 small paper clips

1- Semi circle metal ring
Possibly to an attached

2- straps - brief case

1- metal ~~square~~ rectangular

Jim Chapman
321 S. Main St.
Walnut,

S. on Harmon Rd.

south of Harmon

lighting from south

Pink FLASH ABOUT 4:30_{pm} - 5:00_{pm}

In A.R.

1938

071190

Sgt Jerry Dawson
Macon Co. Sheriff's Off.

Valid * ~~721-424-1311~~
fill 10-30pm.
~~(scribble)~~

Her Home ~~502-489-6577~~ Lincoln
Phone # Sandy Caradori

GARY CARADORI
UNPUBLISHED

* Reg. to speak w/ Supervisor
Will have Mrs Caradori contact
me back-

GARY CARADORI M/W

~~Address~~ CARADORI M/W

Add:

* Rec'd return call
@ 10:25pm.
from Sandy Caradori

LEE COUNTY SHERIFF'S DEPARTMENT

SGT. JERRY DAWSON RE: AIRCRAFT CRASH
Complainant's Name Nature of Complaint
MACON CO. SHERIFFS OFFICE 217-181-1011 /
Complainant's Address Phone Number Case Number Code
Location of Offense (same as address) X

Birth	Height	Weight	Eyes	Hair	Vehicle	Model	Year	State	VIN

Additional

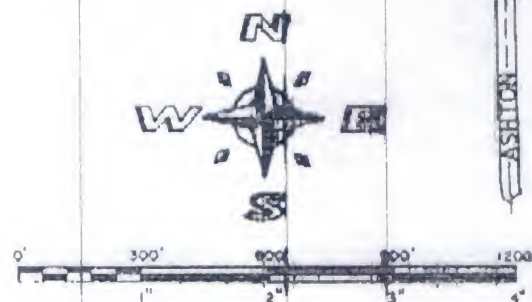
B. STOERY 19:38 DNA DNA 071190 SGT. K. A. HUDSON
Received by Time Rec'd Time Disp. Time Arr. Date Officer Assigned How Reported
☐ Arrest ☐ Unfounded ☐ Order of Prot. ☐ Family
☐ Arrest Pending ☐ Area Checked ☐ Rfsd to Sign Compl. ☐ Non Fami
☐ Extra Patrol Req. ☐ Unable to Locate ☐ No Compl. Given ☐ Civil Matt

Approx. Value of Articles Damaged/Taken \$

SGT. DAWSON CALLED AND WANTED MORE INFORMATION ON THE CRASH. HE SAID MRS. SANDY CARADORI HAS BEEN TRYING TO GET MORE INFORMATION ALL DAY ABOUT THE CRASH AND HAS NOT BEEN ABLE TO. I ADVISED SGT. CARADORI THAT I WAS NOT ABLE TO GIVE ANY MORE INFORMATION THAN THE NEWS RELEASE STATED, BUT THAT I WOULD TAKE HIS TELEPHONE NUMBER AND HAVE SOMEONE GET BACK TO HIM. SGT. DAWSON THEN GAVE ME MRS. SANDY CARADORIS PHONE NUMBER (402-489-6247) AND SAID IF ANYONE INVOLVED IN THE INVESTIGATION COULD CALL HER AND TALK TO HER HE WOULD BE GREATFULL.

THE INFORMATION WAS THEN PASSED ON TO SGT. HUDSON

CAMERON FARM



I.D. #	DESCRIPTION
102	FUSELAGE
1	RIGHT WING
2	SPAR MATERIAL
3	LEFT WING
4	WING STRUCTURE
5	AILERON
6	WING FRAGMENT
7	HORIZONTAL STABILIZER
8	RIGHT HORIZONTAL STABILIZER
9	LEFT WING TIP FAIRING
10	CONTROL SURFACE FRAGMENT
11	AIRCRAFT SKIN PARTS
12	VERTICAL STABILIZER
13	FLAP

DISTANCES FROM POINT 102

I.D. #	DISTANCE
1	1401 FEET
2	1273 FEET
3	1769 FEET
4	1388 FEET
5	1513 FEET
6	1817 FEET
7	1833 FEET
8	1833 FEET
9	1598 FEET
10	1978 FEET
11	1751 FEET
12	1453 FEET
13	1886 FEET

		SURVEY-TECH, INC. 1001 LINCOLN HWY., ROCHELLE, ILLINOIS 61088 (815) 562-8771 FAX (815) 887-0555	
SCALE	1" = 300'	APPROVED BY:	DRAWN BY SCT
DATE	7-15-90		REVISED
N43515 WRECKAGE DISTRIBUTION DIAGRAM			
DRAWING NUMBER			



July 17, 1990

Lee County
Sheriff's Department
122 W. Third St.
Dixon, Illinois 61021

PA-32R-301T

N43515

S/N: 32R-8429009

07/10/90

ASHTON, IL.

Dear Sir:

Piper Aircraft Corporation is conducting an investigation of the above referenced aircraft accident.

To enable completion of this investigation, we are requesting a copy of the Police Report.

Please reference the registration (N#) number above and advise us of any charges for this report, or if further information is needed.

Thank you very much for your cooperation.

Yours truly,

PIPER AIRCRAFT CORPORATION

A handwritten signature in cursive script, appearing to read 'Al Kirby'.

Al Kirby
Field Investigator

AK/lkp

cc: File

We Are Flying

07N90

#1

GARY A. CARADORI

~~041579~~

(41)

~~Andrew~~ ~~Caradori~~ ~~02581~~

no dental records

(8)

Add: 6021 So 72nd St, Lincoln 68516

When did leave Lincoln: Mon on
Old Times Pacific Grove
Enroute to what All Star Some
2 tickets for All-Star Some

INITIALS "JC"

J.C. Security Agency

Gone & Caradori now defunct

DETECTIVE

Security Agency Inc
State of Nebraska Seal
round shield

Caracorp Inc
Investigative
Protection
Inc
EPI

flew into Midway

Called Monday night from 10PM

Pears Tower

Staying Days Inn Lake Shore drive

Spec Inv. for State of Nebraska

failed Credit Union

(photo)

Child Abuse involving Jerry King

National Connections

Ex Friendship

Careful where anchored stone \$400

#8

Started Aug 1989
by Dec. 18-21 yoa victims
happened when they were

for

Editor

Local newspaper Omaha implicated
World Herald

Harold Anderson implicated
Peter

incubated/Chq child
molestation

State/fed Grand Jury involved
victims persecuted

involved in
cover up of
things -

Bob
Chief Wadman
Omaha,
in Chicago, Illinois - Chief of
Police

Says putting a strong case
together - victims were pimped, put on drug
taper to Ca/Washington, DC.

Sen. Loran Schmidt - heading the
committee

Franklin Ducket Union

Inv. Committee

Started by King - (BLK) to assist
low income - garnered millions of dollars
from govt grants - was to be put into
community - was funneled out
King is in prison w/ Jim Bakker
conv.

#3

No help from FBI because they
have bungled info.

Ex. Ne. State Trooper

9 years in private sector

8 years of flying

~~FBI~~ FAA has no credibility

FBI leaked out a lot

of 10-43

18 years

Money so bright easy to get it
w/ed miracles for these people
money missing for years
Auditors didn't pick it up

from Omaha to Wash. DC

prominent Republican

head of Boy Scouts, Ne.

knew of the exploitation of these
kids

* Watch by the FBI

tried to work w/ FBI but backed
away because they backed do
him - were att. to indict Gary
that he came schools to victims

#4

Upset because not next of
kin notified & saw on TV
before.

No one from local PD come
to Sandy's house to notify

Bill Helling Chg FAA

~~708-327-2518~~

" ~~513-1795~~

called @ 6:30 A.M.

She was enroute to office
when got call

She ✓ with Lincoln Aviation
& they said could be delayed
release from AP

Scott, Shone & Jans Caradore
will be driving up
thought call was: hoax
Phones have been tapped
hooped call